

Subject – Objection to SSD-93020230

40-48 Redan Street Mosman NSW 2088.

To the Commissioner of the Housing Development Authority **[HDA]**

General

Please find below my objection to the abovementioned proposal, however preceding the objection, I wish to put on record that it is unreasonable and unjust that the Department of Planning Housing and Infrastructure **[DPHI]** requires a submission to be lodged within 14 days of the application detail being publicly available for review.

I believe that there has been insufficient and inconsistent information provided by both the applicant and the DPHI to allow myself and the community at large to:

1. review the application and certain background information that has not been supplied, and
2. to gain access to appropriate expert advice on the applications and the ramifications of this development and thence prepare a fully informed objection to this application.

I also note that the Applicant has not provided satisfactory information to verify some of their claims.

I would like equal and fair opportunity and access to information such as the traffic survey from LTS Surveyors that the Applicant is relying on in order to claim that the development is within 400m of the town centre. As I believe that assessment is flawed and potentially a misrepresentation.

The State Government in insisting upon a 14-day period to review the application and submit objections, this has restricted the rights of members of the public to fully understand this application and to make a full and informed objection.

If the time frame had been expanded, I would have lodged a request under the Government Information (Public Access) Act 2009 to obtain all information

1. Between DPHI, Mosman Council and all other parties relating to the decision to extend the Town Centre from Fire Station to 742 Military Road
2. Between DPHI and Developer relating to this Application

The applicant has spent many months developing this concept, negotiating to acquire/ take options on the subject properties, liaising with the DPHI, and then time to submit a SSD application.

It then was given a further 6 months to flesh out their application. And only on March 17th 2026, was it made available for review.

It is thus unjust and unfair to the community affected by this application to be restricted by government policy to 14 days to provide an equal resourced and thought through response to this application.

I believe the government has a responsibility to act with due process and care to all parties impacted by the application.

I reserve my right to further object and take appropriate action on this application.

Regards

Steve Drane
37 Redan St
Mosman NSW 2088

Basis of Objection

Insufficient community consultation

- I live at 37 Redan Street, opposite and one house removed from the subject sites.
- I had registered on both the developer's site and the DPHI site to be kept informed on this development.
- I did not receive an invite to the community consultation meeting initiated by the developer that I am told was held in December 2025. So poor was the communication and notice period, that I am told only 3 people attended the meeting, with one household receiving notice of the meeting at 5pm the day before the meeting was held.

400 metres eligibility to inner area concessions

The State Environmental Planning Policy (Housing) 2021 [SEPP], Schedule 10 Dictionary page 176, **define**

walking distance means the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.

- The Applicant is choosing to use a path that is far from safe, especially for families with children in prams, children up to 18 years old walking independently, elderly or people with disabilities
- Walking route proposed includes
 - Access from the rear of commercial premises, which does not allow a pedestrian to directly enter a publicly accessible part of the Town Centre
 - Passage via laneways without footpaths
 - It uses passage on footpaths that do not meet the Mosman Local Environmental Plan 2012 [LEP] in that they are less than 1200mm wide.
 - Do not utilise otherwise available pedestrian crossings.
- The applicant has provided 2 different interpretations of the walking distance
- **1 from JMT Consulting - Appendix X – Traffic Impact Assessment dated 27/2/26**
 - Item 3.5 Walking Distance Assessment, which starts on page 15 of the report, which provides the following route

westward along Malaleuca Lane until terminating at the Town Centre. As advised by LTS Surveyors this walking route has a total distance of 394.7m to the nearest 0.1m.

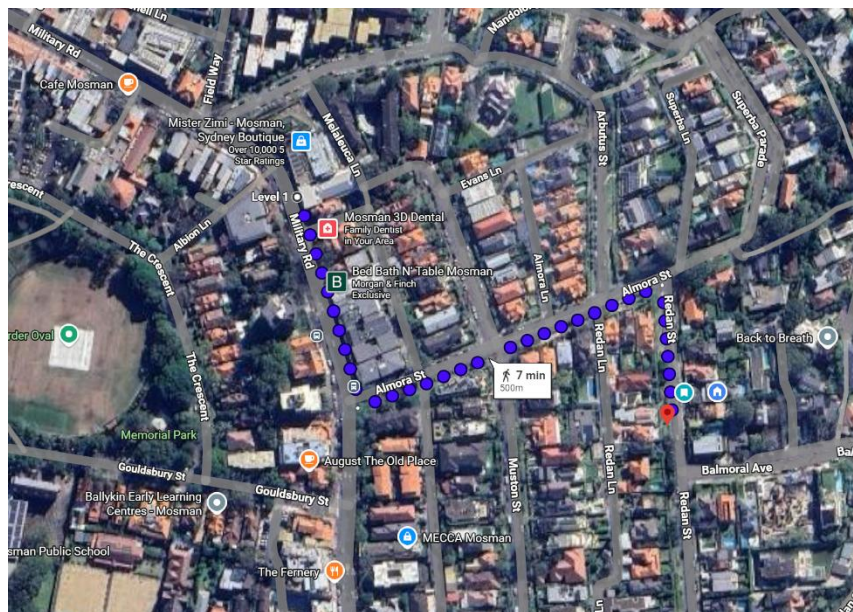


Figure 13 Walking route to Mosman town centre

- This route is claimed to have a distance of 394.7m and accredited to LTS Surveyors.
- There is no report from LTS Surveyors included within the submission to review this calculation.
- The report presumes that the rear of a commercial premises where no public access would be permissible to that premises, is part of the Town Centre. That would be akin to arguing that you could measure the distance from a train station by measuring from the closest point of a train platform, rather than from where the public access is.
- The route appears to start on the opposing side of Malaleuca Lane from the rear warehouse service entry to the property at 742 Military Road.
- The route proposes walking along the northern side of Malaleuca Lane which does not have a public footpath, and is fully parked out for most times the day.
- The path on the southern side of Malaleuca Lane is approximately 600mm wide does not meet Council's standard of a minimum 1200mm for a pedestrian footpath
- The Applicant's consultant claims that Malaleuca Lane should be considered safe by Council, as Council has installed a pedestrian safety warning sign for drivers using the lane.

- I would argue that the installation of a pedestrian safety sign by Council is recognition that they see serious risk to pedestrians and thus raise a warning to drivers to be overtly aware of that risk.
- The second measure of the distance is provided in the **Urbis Environment Impact Study** follows the similar path commencing from the rear of the Commercial premises, but differs in that it that uses Redan Lane rather than Redan Street.
 - Redan Lane services approximately 100 residential garages, many of which contain multiple car spaces. It also serves, garbage trucks, tradespeople's cars, delivery drivers, and others who cut through the lane when traffic builds up on Raglan Street.
 - Redan Lane cannot be considered a safe walking path, as it has no footpath at all, and has currently significant vehicular traffic, which will grow exponentially when/if other developments should occur in the Muston and Redan Street precinct.
 - Urbis claim the walking distance is 372m, which is not an accurate measure of the distance to the entry of the proposed development.
- One, or I believe both, of these reports are not accurate, as there is a conflict in the measurement of distance between the two reports.
 - The difference between the two pathways is that the JMT report walks along Almora Street between Redan Lane and Redan Street. An additional distance of 42m.
 - Yet the 2 separately disclosed measures 372m via Redan Lane vs 394.7m via Redan St is showing only a 22m difference.
 - Something does not add up here.
 - As such, an independent assessment of safe walking distance needs to be undertaken.
- The public access to the property at 742 Military Road, is not in the rear of the commercial premises in Melaleuca Lane, and must be measured from the public access to the Town Centre. This should be measured from entrance to the building at 742 Military Road.
- I assert that both of the Applicant's consultants have misrepresented the Safe Walking Distance to support a gain in additional storeys, building height and FSR.

- I have previously written to the Department of Planning Housing and Infrastructure on October 29th 2025, and the DPHI replied on October 30th stating
 - “The proponent will need to demonstrate how the land meets the walking distance requirements”, and;
 - “That the council or consent authority will look at the proposed walking distance routes closely and determine whether it meets the SEPP requirements.” and must be satisfied that the pathway is safe.
 - The only way for this to be determined is for an independent safe walking distance survey to be conducted by Council or the DPHI.
 - Both of these emails are attached as Appendices A and B.
- On this basis the DPHI, upon review should determine that the Safe Walking Distance from the Town Centre should be from the public access to 742 Military Road, along Military Road to Almora Street, crossing at the pedestrian crossing, and then walking down Almora St to Redan Street, and then along Redan Street to No 48 Redan Street.
- Google Maps shows this distance as 500m. And whilst Google Maps may not be 100% accurate, it is a reasonable estimate of distance and its margin of error would be far less than 20%.
- As such, this development falls into the Outer Area as per SEPP Section 176 . And is only entitled to a building height of up to 17.5 metres or 4 storeys



This application is seeking 10 storeys, well beyond the 4 storeys permissible under the SEPP.

Traffic Impacts

The site contains 106 car parking spaces, 18 motorcycle spaces and 53 push bike spaces.

The traffic study provided by JTM Consulting Appendix X of the application states that they expect only 6 car movements per hour in AM peak times and 5 car movements per hour in PM peak times. This seems extraordinarily low for 53 apartments with up to 106 cars. It would suggest that no more than 24 vehicles or 23% of the 106 cars will enter/exit the development in the AM peak hours, and 20 vehicles or 19% in the PM park hours. This analysis seems flawed and far from reality.

Driveway Access – Impact on Heritage Listed Reserve

The developer is seeking to create a double driveway entry through an elevated Council Reserve that rises approximately 3 metres above Redan Street in this application.

This sandstone and planted reserve is Classified as Heritage Listed Road Reserve Item no I440 on Redan Street.

Mosman Local Environmental Plan 2012 (2011 EPI 647) [NSW]

Mosman	Divided road	Redan Street	Redan Street road reserve (between Almora Local Street and Raglan Street)	I440
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No other property on Redan Street has access to their property on the western side of Redan Street pursuant to this heritage listing.

The developer should not be granted access via Redan Street.

Affordable Housing Concessions

The SEPP permits extremely generous additional allowances to building height and GFA for the provision of Affordable housing as defined in the SEPP.

- The legislation defines "affordable housing" not just by price, but by strict operational and physical standards compared to market-rate apartments.

Physical Characteristics (Relative to Market Units)

While the Housing SEPP aims for "tenure blindness" (meaning affordable units shouldn't look obviously different from the outside), there are specific "Non-discretionary Development Standards" that a consent authority cannot use to refuse a proposal if they are met:

- **Size Parity:** The units must be integrated within the development. While they do not have to be identical in luxury finishes, they must adhere to the **Apartment Design Guide (ADG)** principles regarding solar access, ventilation, and private open space.
- The Applicant has offered Infill Affordable Housing offerings that do not treat Affordable Housing Tenants with the same mix or quality of apartments or services that are available to non-affordable tenants.
 - The affordable housing dwellings in this development are of two types
 - 8 * 2 bedroom Terraces
 - that range in size between 107 m² and 149m² with an average size of 123m²
 - That can only be accessed from Redan Lane by walking down stairs. The number of stairs range between 4 and 12 stairs. No other apartments in the complex require transiting stairs to enter the apartment
 - These terraces are between 420mm and 1900mm below the street level of Redan Lane. This will restrict natural light and ventilation to these apartments, this level is the primary living spaces of these terraces.
 - The terraces have no direct access to the apartment complex and its Community Open Space
 - The terraces have no direct access to the carpark
 - The terraces do not have direct access to the waste recycling chutes that are in the main building that the other tenants do.
 - Potentially at least 5 of the affordable housing terraces will not be provided with parking, and will likely parking on Redan Lane, which is already crowded and will further restrict traffic flow, particularly on waste collection days.
 - The Affordable Housing tenants in these terraces will have a very different living experience to market paying tenants of the development.
 - 3 * 2 Bedroom Apartments that will have a footprint of between 92m² and 110m², averaging 98.7m²
 - These are the only 2 bedroom apartments, offered in the development.

- These offerings are limited to the southern tower, and not spread across the development in order to assimilate with other market priced tenants.
- All market priced apartments are either
 - 40 * 3 bedroom offerings, ranging between 129 m² and 201 m², averaging 178 m²
 - 2 * 4 bedroom apartments , ranging between 291m² and 321m², averaging 306 m².
- It is clear that the affordable housing offerings do not conform to the concept of 'tenant blindness' which is intentionally overlooked in this application.

The Applicant should not be granted any concessional extra height or floor space ration under Infill Affordable Housing concessions unless they provide Affordable Housing tenants similar and inclusive accommodation and equal access to facilities.

Waste Management

The Waste management proposal is flawed and only permits two chutes to drop rubbish in each of the apartment towers.

Mosman Council have 4 types of bins for waste management.

1. Red for general waste.
2. Blue for paper and cardboard
3. Yellow for glass and plastics
4. Green for organic waste

There is clearly a need for 4 chutes for each tower, and thus provision for the storage of sets of each bin type.

8.3 Chute Rooms

Chutes are proposed for this development. There are three cores down which two chutes will be installed, one for garbage and one for recyclables. Chutes will empty into bins in chute rooms on the Ground Floor where one three-bin linear automatic bin changer and compactor will be located under the garbage chute. This will move full bins out from under the chute and replace them with empty bins.

Chute rooms will not be accessible to residents. Chute rooms will be close to separate garbage rooms for storage of bins. Residential units on the Ground Floor will not have access to chutes but can deposit waste directly into bins in the ground floor waste rooms.

Ground Floor units near the southern core will access their ground floor waste room through the service space in the lift core.

The configurations of the three chute rooms are shown in Table 9 below.

Table 9 Chute room configurations

Core	South	Central	North
Bin changer configuration	Two bin changer	Two bin changer	Two bin changer
Garbage Per Week (L)	880	1,280	1,440
Garbage Bin Capacity (L)	240	240	240
Changeover Frequency per Week	1	1	1
Number of Bins	2	3	3
Bin changer space (m ²)	5.25	5.25	5.25

Cleaners will bring bins from the Ground Floor waste storage rooms to the waste holding area on Level 2 that has access to Redan Lane via a hoist.

The waste management plan shown in Appendix X of the Application shows a requirement for 8 general rubbish bins.

Whilst there may be a guide that the consultant is relying upon to determine this, it does not seem appropriate that 8 * 240l red bins will provide for the general waste produced by 53 dwellings containing and 150 bedrooms of people over 3 different towers.

The consultant claims that as the 13m² room for the storage of all of the waste bins has 3m high ceilings, therefore the storage capacity for waste is 39m³. This is a ridiculous claim where the consultant is implying that bins can be stacked on top of each other in order to utilise 39m³ of bin storage.

There will be a significant hygiene problem likely to occur if this plan is adopted.

It is also apparent that the people living in the Affordable Housing terraces, will not have direct access to these chutes. So how do they effectively deal with their waste.

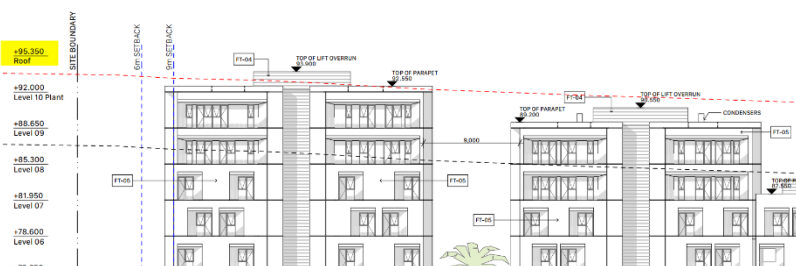
The only direct exposure they will have to the waste bins is that on Monday nights the bins will all be lined up outside their terraces approximately 2.5m from their bedroom windows.

Bulk Height Scale plus 4.6 Variation to height request

- As the building is located in the Outer Area in the R3 zone, the maximum constraints permissible under the SEPP are as per the table below.

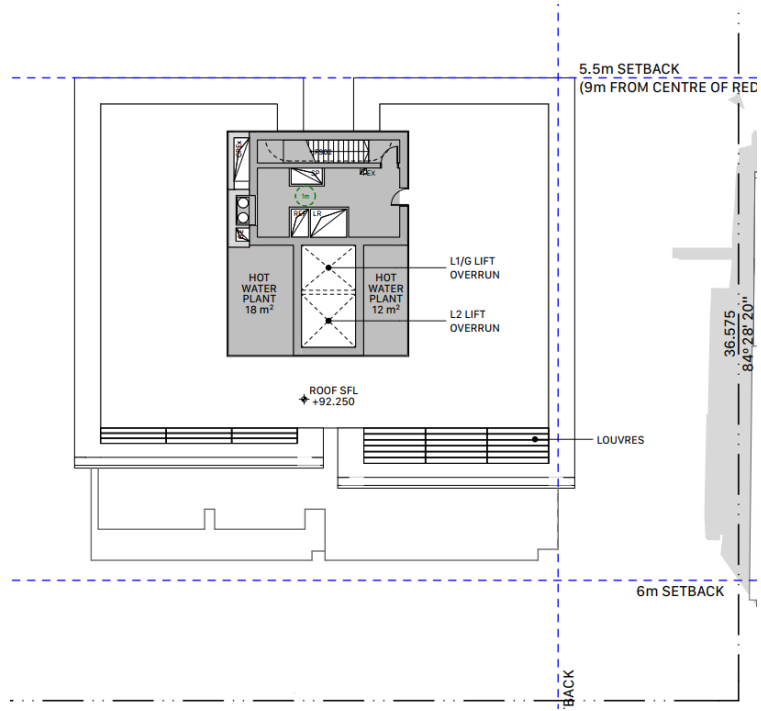
SEPP Control	Outer Area Between 401m and 800m from Town Centre	Allowance Including Maximum Affordable Housing Concessions	Application Seeking	Compliance	Overreach
Maximum Storeys	4	6	10	Non Compliant	150%
Building Height (m)	17.50	22.75	36.85	Non Compliant	111%
Floor Space Ratio	1.5:1	1.95:1	2.86:1	Non Compliant	47%

- It is a choice by the Applicant to further exceed these generous concessions which they have applied for in their 4.6 Height Variation
- The Applicant is capable of providing a development that complies within the already generous allowances.
- The Applicant has shown full height of the 10 Storey tower in their photomontages. It is obvious that it is both well beyond the norm for the area, and as any further developments to the south of this area would be limited to 4 storeys, and a building height of 22.75 metres. It will be disproportionate to the potential future area.
- There is also a misrepresentation in the Architectural Plan Set. Please review the elevations shown on Drawing 3003.
 - It shows that the roof over the rooftop plant is at RL 93.900
 - On the far left presentation of RL's of each floor, it reflects that there is a roof height for the 'Roof' level at 95.350.
 - That roof at 95.350 is not shown on the elevations on sheet 3003

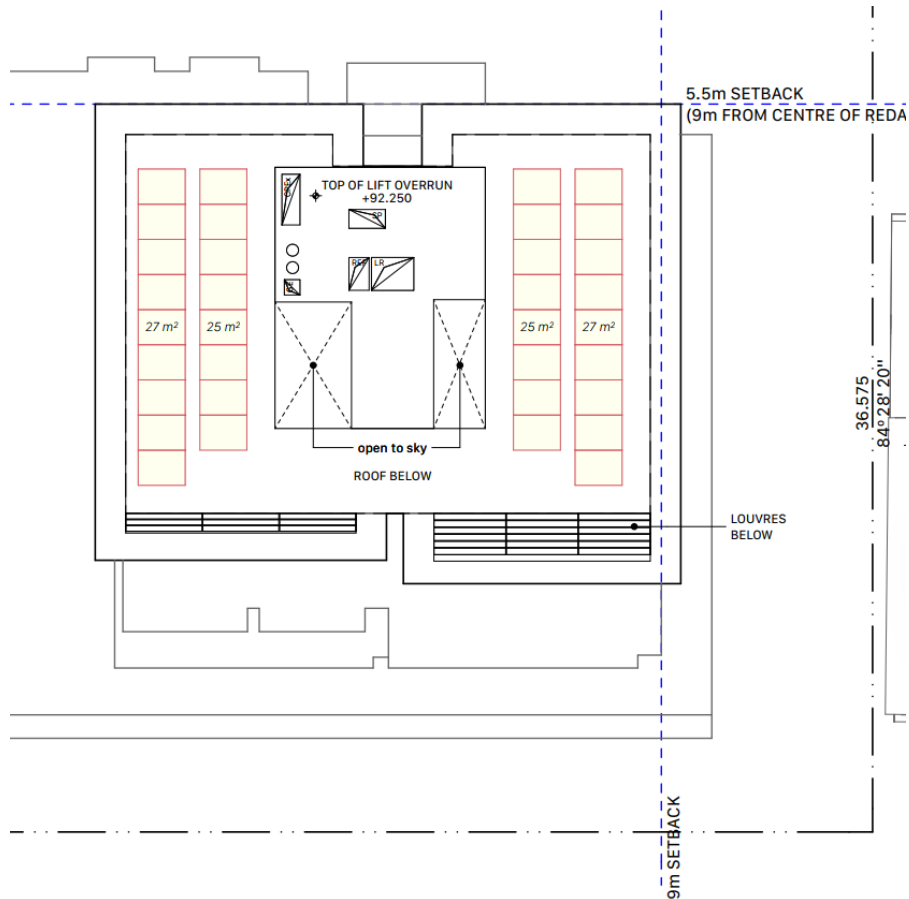


- Yet, when you look at the floor plan for the roof there is an additional roof plate without an accurate RL, that shows solar panels on a roof structure above the previous roof plan. See sheets 2112 and 2113

- Sheet 2112



- Sheet 2113 indicates an additional roof with solar panels. This if looking at the elevations I would conclude is at RL 95.350.



- This may be a subversive way to create an 11th storey, and may be utilised for something like a Community Open Space for the northern tower.
 - If this were to be so, it would be a further breach of the height and FSR calculations
 - I believe the HDA should seek written undertakings from the developer that they are not to utilise add roof space for additional structure above what is shown on their application.
- What is most worrisome is, that should this be approved, it will potentially set a precedent for other developments to similarly to breach the SEPP allowances

Figure 15 View of massing model from the east



Source: FJC Studio

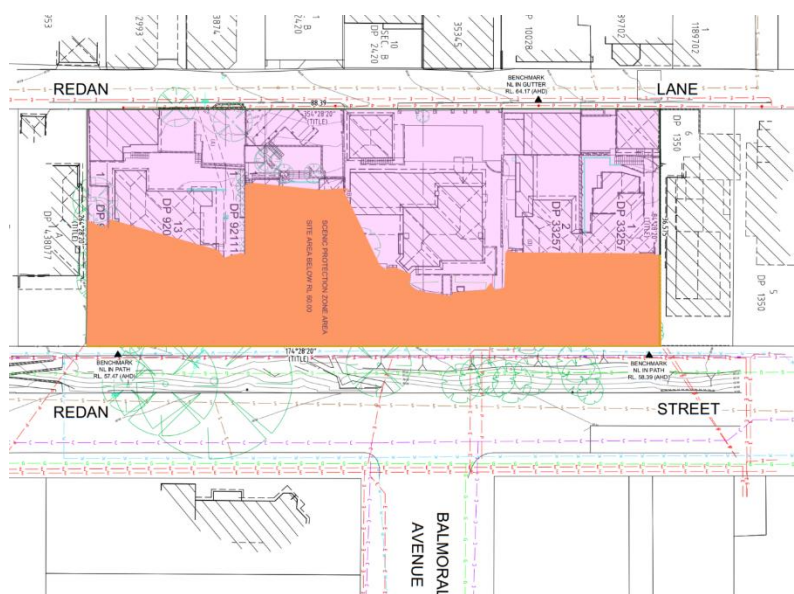
Extract of the north and east elevation plan is provided below.

- Of particular concern in this proposal is the limited articulation in the building. Storeys 4 to 9 have straight vertical walls of glass, and look like an office tower.

Mosman Scenic Protection Zone

The Mosman Scenic Protection Area covers land from the waterline up to the RL 60 metre contour. It is designed to protect significant views to and from Sydney and Middle Harbour by ensuring that development is subordinate to the natural landscape.

Approximately 40% of this site is below RL 60. These excessively high towers are with in RL60 of the Scenic Protection Zone which legislates to prevent this type of development below RL60 across NSW.



The development should be restricted to a maximum of 6 storeys and a building height of 22.75m.

This would mean the removal of 4 storeys on the North towers, and 2 storeys on the middle tower. However, it would still make available 11 affordable housing units to the Mosman area. Which should be considered a priority in the decision making process.

The developer is seeking additional storeys, height and FSR. Their priority is profit, not additional affordable housing.

Landscaping

The proposal does not meet the minimum Landscape ratios for deep soil planting and it appears that the numbers that have been provided misrepresent the true position as planters over concrete decks and balconies have been included in the calculation.

Conclusion

There is clearly a need for more housing across the Sydney metropolitan area.

Mosman should share in the provision of this, in particular the provision of Affordable Housing.

This development is significantly overreaching the maximum permissible allowances under the SEPP.

This overreach is worse than claimed in the 4.6 variation to building height lodged, as it is founded upon a misrepresentation that the site is within 400m of the Town Centre.

The Housing Development Authority as the consenting authority under the SSD has a responsibility to ensure that misrepresentation is identified, and that the developer is required to operate within the already generous maximum allowances granted under the SEPP.

The developer has a choice to provide a development that abides by the SEPP and provide quality integrated affordable housing. As I have mentioned their motivation to breach the SEPP is ostensibly for profit.

My request is that the HDA refuse the application as it stands and that the developer be given the opportunity to submit an application that complies with the Act. There would still be ample profit in that, after all. They set the price these apartments will sell for.

Attachments

Appendix A – Email to Department of Planning Housing and Infrastructure dated 29/10/2025

Appendix B – Email from Department of Planning Housing and Infrastructure dated 30/10/2025

Stephen Drane

From: Stephen Drane
Sent: Wednesday, 29 October 2025 10:49 AM
To: 'housingpolicy@planning.nsw.gov.au'
Subject: Determination of walking distance from a Town Centre SEPP (Housing) 2021
Importance: High

Hi

Could you please clarify how the measurement of walking distance is determined under the State Environmental Planning Policy (Housing) 2021 **[SEPP]**.

Under the definitions it says

Walking Distance

Town Centres Map, for Chapter 6—see section 163.

walking distance means the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.

S163 Town Centres

Town Centres Map means the [State Environmental Planning Policy \(Housing\) 2021 Town](#)

Current version for 19 September 2025 to date (accessed 12 October 2025 at 10:58)

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State Environmental Planning Policy (Housing) 2021 [NSW]

[Centres Map](#).

The link here takes you to the NSW Planning Portal Digital EPI Viewer, which displays the Town Centres Map

I am looking at a DA where the developer is seeking to measure the Walking Distance from laneway at the rear of a shop at the border of the Town Centres Map.

The point that measurement is taken from is the rear of the shop, where there is no public access to the shop, and is within a service lane, where there is no public footpath.
The path of walking includes laneways that do not contain a footpath.

Note: If the measurement was to be taken from the public accessible access to the shop, and then followed footpaths and pedestrian crossing, the distance would not be under the 400m distance that permits 6 storeys under the SEPP.

Can you please advise whether a measurement of 'Walking Distance' is valid under the SEPP if it is measured from

1. an area that is not a publicly accessible location of the building that is the border of the Town Centre
2. service laneways and that do not contain a footpath, and thus do not provide a separate safe passage for people with prams, young children, wheelchairs etc

Could you please acknowledge reply to my email as soon as possible.

Thanking you

Stephen Drane

Stephen Drane

From: PP Low And Mid-rise Housing Mailbox
<lowandmidrisehousing@planning.nsw.gov.au>
Sent: Thursday, 30 October 2025 11:54 AM
To: Stephen Drane
Subject: Re: Determination of walking distance from a Town Centre SEPP (Housing) 2021

Hi Stephen,

Thank you for contacting the Department of Planning, Housing and Infrastructure.

The Low and Mid-Rise Policy applies to land within 800m of nominated town centres and stations:

Chapter 6 Low and mid rise housing (Housing SEPP) states where this policy

low and mid rise housing area means land within 800m walking distance of—

- (a) land identified as “Town Centre” on the [Town Centres Map](#), or
- (b) a public entrance to a railway, metro or light rail station listed in Schedule 11, or
- (c) for a light rail station listed in Schedule 11 with no public entrance—a platform of the light rail station.

low and mid rise housing inner area means land within 400m walking distance of—

- (a) land identified as “Town Centre” on the [Town Centres Map](#), or
- (b) a public entrance to a railway, metro or light rail station listed in Schedule 11, or
- (c) for a light rail station listed in Schedule 11 with no public entrance—a platform of the light rail station.

low and mid rise housing outer area means land between 400m and 800m walking distance of—

- (a) land identified as “Town Centre” on the [Town Centres Map](#), or
- (b) a public entrance to a railway, metro or light rail station listed in Schedule 11, or
- (c) for a light rail station listed in Schedule 11 with no public entrance—a platform of the light rail station.

strata subdivision means subdivision by the following, within the meaning of the [Strata Schemes Development Act 2015](#)—

As you have pointed out, walking distance means the shortest distance between two points that may be safely walked using public footpaths and crossings.

When a development application is submitted, the proponent will need to demonstrate how the land meets the walking distance requirements. The council or consent authority will also look at the proposed walking distance routes closely and determine whether it meets the SEPP requirements. With regards to the example provided, we recommend contacting the relevant council’s planning team who can assist with more information regarding the application of LMR on sites with laneway access. You may also wish to raise a submission to council for their consideration should you have any concerns with how the development proponent has calculated walking distance in their application.

Kind regards,

Low and Mid-Rise Housing Policy

Department of Planning, Housing and Infrastructure

[E lowandmidrisehousing@planning.nsw.gov.au](mailto:lowandmidrisehousing@planning.nsw.gov.au)



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The Department of Planning, Housing and Infrastructure acknowledges that it stands on Country which always was and always will be Aboriginal land. We acknowledge the Traditional Custodians of the land and waters, and we show our respect for elders past, present and emerging. We are committed to providing places in which Aboriginal people are included socially, culturally and economically through thoughtful and collaborative approaches to our work.